

To-day's Advertisements.

SHIPCHANDLERY of every Description
RIGGING and SAIL-MAKING properly
executed.
Hongkong, June 20, 1881.

Company's OFFICES, PRAYA CENTRAL
Corner Pottinger Street.
H. J. H. THOMAS
Agent
Hongkong, July 12, 1881.

West
No Fire Insurance has been effected
C. H. HASWELL
Agent.
Hongkong, June 13, 1881.

SHIPPING REPORTS
The British steamer *Belgica*
Sailed from San Francisco June

reports : at 3.10	Carnarvonshire (s.) Electra (s.) Emerald	At Hamburg. Cassandre (
----------------------	--	----------------------------

From Original Letters and Documents
by George Birkbeck Hill, D.C.L.
Thos. De La Rue & Co. 1881.

Edited
London.

LOCAL AND GENERAL.

The next **FRIGATE MAIL** may be expected to arrive here, per the **M. M. Steamer Djemnah**, on Friday, the 15th inst. Her London dates are 10th June.

The next **AMERICAN MAIL** may be expected to arrive here, per the **P. M. S. S. Steamer City of Peking**, on the 20th inst.

THE delivery of the American mail was begun at 8.20 this morning.

The new steamer **Catharina** was named by us to belong to the E. A. & China Telegraph Company, instead of the Eastern & Australian Steamship Company, as it should of course have been.

In the following he a correct anticipation of what is to happen when the proposed tramways have come into operation, shares may be invested in with confidence of large returns:

He stood with his back against the door of the tramcar. Every one else had a seat, and he anxiously watched each face for symptoms of getting out for over three miles. It grew wearisome, and finally he shifted his weight from one foot to the other, and exclaimed, "By my soul! I have none of 'em any home to get out to!"

We find in an American paper the following concerning the evils of coloured toys:

The French Legation have notified the State Department for the information of American shippers, that the coloring of toys by means of poisonous substances having been declared dangerous to the health of children, decided steps have been taken in France to prevent their sale. These measures are to apply to toys manufactured in foreign countries, as well as to those of French manufacture, and our customs service has received orders not to allow toys of the above description to enter.

CONCERNING the Panama Canal the following is given by way of reporting progress:

A despatch published by the Paris *Journal des Debats* states that the Panama Canal works are now proceeding with great activity. It is announced that a broad road already connects the two oceans, and that the engineers conclude, from the surveys that have been made, the construction of the canal will be a comparatively easy matter.

THE pioneer steamer of the P. M. S. S. line is thus spoken of by the *Alta California* of the 10th June:

One of the old steamers hulk, the *Galileo*, that has been lying long at the Potrero, was towed over to Keweenaw, last evening, where she is to be utterly demolished. It is only about 15 years ago when she went out in magnificent style, and inaugurated the China Line of the P. M. S. S. Co. This was January 1st, 1867, and she now does her career as above.

THE *Alta California* of the 8th ult. thus records the arrival of the *Columbus*:

"The British ship *Columbus* arrived yesterday, after an eventful voyage of 277 days from Hongkong via Yokohama 30 days. She was chartered prior to arrival to load wheat for Cork at a low rate."

We have already noted the energy with which the German Consul here has urged the capture of the *Occident* pirates; and the American mail now brings the following telegram referring to that fact:

Berlin, June 9.—The North German Gazette announces that the German Minister to Peking has urgently demanded that the Government of China take energetic measures to punish the pirates who recently plundered the German bark *Occident*, and that the German Consul at Canton has been instructed to call to his assistance a German man-of-war if necessary.

RETURN of Visitors to the City Hall Museum for the week ending July 10th.

	Chinese.	European.
Monday	47	457
Tuesday	23	412
Wednesday	32	368
Thursday	43	457
Friday	32	408
Saturday	19	320
Sunday		
Totals	196	2,422
Grand total	2,618.	

A considerable amount of amusement and alarm, says the *Times* of India of the 14th June, has been created by a Government order lately issued in the Bombay Presidency and suddenly withdrawn. The collector, judge, and other magistrates of the Civil Service were requested to keep up the dignity of their position, to give up toupes, gongs, and other ornaments, and to engage bungalows of their own for the forthcoming Poona Season, instead of chumming together like young bachelors in the Fort.

WEATHER TELEGRAM.

The following telegram has been received by His Excellency the Governor:

"The Governor-General of the Philippines to the Governor of Hongkong. 'Manila, 12th July 1881, 5.35 p.m. 'A typhoon is now raging on the North of Luzon with a doubtful direction, but it seems to be towards the West, with great inclination to the North.'"

Law Notice.

IN THE SUPREME COURT OF HONGKONG.

(Before the Hon. Francis Shougen, Acting Chief Justice.)

In Probate—Thursday, 14th July, 11 a.m.—In the goods of Ernest Kitzke deceased. Petition of Heinrich Hoppius and Wilhelm Reinert for Probate.

IN BANKRUPTCY.—In the matter of J. M. Hanlon, a Bankrupt.—Report of Official Assignee, and application to hold a dividend meeting.

China.

AMOI. (Gazette, 8th July.) It is rumored that the now notorious Swatow Guild case is not likely to terminate favourably to its originators, and that the prime movers in the business will shortly hear of something from the Chinese authorities very much to their disadvantage. The German barque *Walter Siegfried*, from Newchwang, reports that on the 19th June signalled with the British barque *Relief*, Capt. Kleff, bound from Chefoo to Amoy, 20 days at sea, all well. Lat. 27° 49' N. Long. 122° 4' E.

Police Intelligence.

(Before the Hon. M. S. Tommacy.) Wednesday, July 13.

ASBURY. Chan Apo, remanded from the 9th of July, charged with assaulting Le Anaw, was today sentenced to one month's imprisonment with hard labour.

UNLAWFUL POSSESSION. Lo Aki was charged with having about 12 catties of rice in his possession. P. C. 823 said: this morning about a quarter past seven, he saw the defendant carrying a bag of rice in Second Street, and when asked where he got the stuff, he said in a shop. He took witness to the shop in Fraya West, but they denied selling him any. He afterwards said he bought it from some boat people. Fined \$1.

THEFT. Lau Ayam admitted stealing an umbrella from a shop on the 12th instant, and was sent to gaol for two months with hard labour.

BEGGING AND DISORDERLY CONDUCT. John Williams, an unemployed seaman belonging to America, was charged with begging and disorderly conduct.

J. Jones, P. O. 42, stated that about a quarter to eleven last night, the defendant was given into custody by Mr. Jones in East Street, Queen's Road, on a charge of begging from him. The defendant had no place of abode or occupation. He had come out of gaol on Thursday after doing twelve months.

James J. Jorobio said he was a shop-keeper at No. 7 East Street, Tai Pingshan. About half-past eight last night, defendant called him for a few cents to buy bread with. Witness had seen him begging before, and so shut his door. Defendant began to curse, and threatened, if the complainant did not let him in, to punch his head. He also tried to force his door. Defendant was sent to prison for three months with hard labour as a rogue and vagabond.

PERJURY. Rufino Francisco Gutierrez, of Macao, was charged with allowing ferocious dogs to run loose.

Fang Ayin, complainant, said that about nine o'clock on Sunday morning he was walking in Wyndham Street, when some one called him to buy some empty bottles. He had just got up the first flight of steps when two dogs rushed out and bit him on the chest and left thigh. He reported the matter to the police, and then went to the Civil Hospital and got his wounds dressed. The dogs belonged to defendant.

P. C. 835 gave evidence as to seeing the complainant attacked by the dogs. They had tried to bite him before.

Defendant was fined \$2, and \$3 awards, to the complainant.

LARCENY OF A GOLD RING. Kium Auk, cook, was charged, on remand, by Dollis Johnston, a single woman, with stealing a gold ring and a pocket handkerchief. The charge not having been fully proved, the defendant was ordered to enter a recognisance with two sureties in \$25 each, to be of good behaviour for three months, or be committed for fourteen days.

THEFT OF OIL CLOTH. Tang Afo, 'rickshaw coolie, was charged with being in unlawful possession of a piece of oil cloth.

Complainant who was also a 'rickshaw coolie, said he had left his vehicle for a few minutes, and returning found that a piece of oil cloth was missing. From certain information, he went to the house of the defendant and asked if he had got it. He said yes; he had picked it up on the road but refused to return it. Witness told him if he did not do so he would give him in charge. Defendant then offered to return it, but witness was not satisfied, and gave him in charge.

Defendant was fined \$2, or fourteen days in gaol with hard labour.

Eighteen Chinamen were charged with public gambling.

Inspector Stanton said that yesterday afternoon he went to a house No. 9 West Street, and in company of two informers and a number of Police, he entered the second floor of the house. In the front room he found a table with cards, and on it, two dice, and some cash. Fourteen of the defendants were arrested in that room and three more in a cock loft above the front room, and the eighteenth was lying down on the passage. He found a number of gambling utensils.

Defendants were taken to great length, and the defendants were sentenced—the first three, \$25 each, or three months in gaol with hard labour; and the remainder \$10 each, or one month in gaol with hard labour.

CORRESPONDENCE.

KEROSENE.

To the Editor of the "CHINA MAIL."

Sir,—If Mr. Joke follows his recommendation, he must be aware that the vivid imagination of the Imperial Parliament has considered it necessary to enact special regulations as to the safe-keeping of petroleum flashing under 100° F. The opinion of nautical masters, but regarding the relatively dangerous qualities of kerosene and coal cannot carry much weight. It is satisfactory to learn that all the kerosene imported into Hongkong only flashes at temperatures above 100° F., as this can be considered highly inflammable. If the regulations hitherto in force have proved so efficient and safe it seems strange that new ones should be thought necessary. Do the insurance companies endorse your correspondent's views on this matter?

PETROLEUM.

UNSEAWORTHY SHIPS. To the Editor of the "SHANGHAI COURIER." Sir,—I have been pondering over the case of the *Oscar Vidal*, and your guarded but just comments thereon. Upon the vessel in question, I have nothing to say, but I am sure that the vessel is a law-compliant one, and that the passengers are safe. But whether the *Oscar Vidal* be seaworthy or in need of repair, the shameful facts remain, that in our port, and I have been told, in Hongkong and Singapore also, vessels are to be found in an unseaworthy state, with bad or worn-out hulls; with insufficient and inefficient cordage, sails, and stores; with inadequate and inefficient boats; with shaky bottoms; with rotten timbers; with worn and leaking decks; with leaky decks. As a rule, in Shanghai and Hongkong at least, the vessels I refer to are not English owned. Every year some of the rotten craft are let at sea, and often lives are sacrificed. The Insurance Office check the wicked trade in bad ships to a great extent by refusing to insure. The action of the Insurance Office, deterrent as it is, does not suffice, as most of the

ill-found, bad-conditioned, and doubtful vessels I refer to, are chartered or freighted by Chinese traders, who but rarely insure. The infamous trade has thrived, and it is time that some action should be taken by the various treaty powers in China, and by the colonial authorities of Hongkong and Singapore. For a while the notorious trade was carried on in Japan, but was brought to an end by some extra-judicial decisions. If experienced surveys, such as Captains Tucker, Barton, and Roberts were asked by the various consular authorities to give a confidential report about the vessel, but many coasting traders, testimony would be elicited that would shock the moral sense of our community. I wish distinctly to repeat that I have no prejudices for or against the *Oscar Vidal*, and indeed take care, as her case has had official notice, to abstain from any reference to her. I am, &c.,

Hos-Kew.

UNSEAWORTHY SHIPS—CASE HEARD AT SHANGHAI.

The following interesting case, heard at Shanghai on the 2nd instant, will be read with interest. It is abridged from the report of the N. C. Daily News.

(Before R. A. Mouton, Esq.) R. (Captain) ROBERT, vs. SHANGHAI, ASBURY, and DEFENDANTS, LAMARCA, and others, the crew of the British barque *Oscar Vidal*, appeared on the 24th instant, in answer to summonses charging them with being absent without leave from the ship since the 15th instant.

The hearing of the case was then adjourned so that further evidence might be obtained as to the seaworthiness of the vessel. The defendants had left the ship on the ground that she was not fit to proceed to sea, and the evidence given at the previous hearing was of such a nature as to justify the court in the opinion of the ship. Mr. W. H. Handyside Tapp, H.M.'s Registrar of Shipping, presented the case.

Mr. Moller said he represented the captain of the vessel, and that he had instituted the proceedings against the defendants. Captain Oberg had gone to Shanghai to assume the command of another ship. All the ships under his care were uninsured. He would like to hand in a report on the *Oscar Vidal* from Captain Tucker, who, however, was not in attendance.

His Worship could not take the Captain Tucker's report. He wanted to see that gentleman himself. Mr. Moller said that the Captain of the *Oscar Vidal* was present, and that he had not understood that Captain Tucker would be wanted himself.

His Worship said that what he wished to know was whether the *Oscar Vidal* was seaworthy or not. He had expected that the vessel would have been called to prove that she was seaworthy.

Mr. Moller wished to ask the master of the *Nouveau Mondet*, a ship that was a first-class ship, how much water that vessel made.

Andrew Stegmann, deposed,—I am the master of the *Nouveau Mondet*. I hold a first-class report on my ship. She makes between seven and eight inches of water per day when lying in port, heavy laden. I consider 4½ inches per day very little for a loaded ship. I have known many ships that are first-class risks make more water than I make.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

Mr. Moller asked him how much water that vessel made. He said she made about 4½ inches per day. He said he had known many ships that were first-class risks make more water than that vessel made.

made that statement was not in Court to prove it.

His Worship was aware of that, but the man had written a statement of that purpose. He was in the ship, too, and Mr. Moller was not. His Worship pointed out that the question before him was not what the condition of the vessel had been, but what it was now. A point that had pressed a good deal with him at the previous hearing was that the Surveyors had not been allowed to inspect the vessel when they went on board.

Mr. Moller and they were not in any way prevented from surveying the vessel. They were in the hold for an hour and a half, and he was sure they could find nothing materially wrong there.

His Worship—Is the vessel seaworthy? The answer of water she makes, though perhaps an important part of the matter, is not all of it, though it may be important. Captain Tucker, you see, is not here to give me any information; but at present I cannot deal with the defendants, who refuse to go to sea in her.

Mr. Moller—I am prepared to pay those men off. I have offered to pay off every man on the ship, from the Captain down to the cook and male. In all my life, and during all my experience as a master mariner and agent, I never saw a report of Marine Surveyors before that recommended a vessel being sent into dock without assigning a reason. Many ships are defective as to their caulking about the copper, especially on the bottom.

His Worship—The mate of the ship, who is your own witness, says that she ought to be sent into dock. He says that she can go to Tientsin safely if you can guarantee fine weather. There is nothing in the report that says she can go to sea. I cannot imagine that your own mate, who is a practical man, would be apt to take a harsh view of the state of the vessel.

After some talk about Surveyors' expenses, His Worship—The expense has nothing to do with it. I do not see how you could have been made to pay anything for the vessel, in any case. At any rate, I dismiss the summons against these men.

As Mr. Moller expressed himself again willing to pay the men off, and the latter wished to leave the vessel, arrangements were made for carrying out the wishes of both parties.

NEWS BY THE "BELGIC."

The O. & O. steamer *Belgic*, Captain Davison, with dates from San Francisco to the 11th June, arrived here this morning.

NEW YORK, June 3.—The *Telegraph*'s Dublin special says: A flying column, which was formed at the outbreak of the war, the Coldstream Guards, 1st Battalion, the Scotch Fusiliers, with army service of wagons, ambulances, and an army hospital corps; the whole force concentrating for operations at the Castle of New Falls, near Limerick, numbers over 1,000 men.

The flying column at Fenagh is under orders to be ready at a moment's notice. Troops are even going from Cork to New Falls.

TWENTY, June 3.—There is great excitement here on account of the arrest, under the Corcoran Act, of Timothy Harrington, proprietor of the *Freemason*. He was the chief organizer of the Land League.

MORE ARRESTS ARE EXPECTED. LONDON, June 3.—The *Telegraph* says the Government has received such serious news from Ireland for the last few days that a measure calculated to deal with the exceptional state of affairs there is engaging the attention of the Ministry.

The *Chronicle* says that the Government is considering the question of the suspension of the Irish jury laws, and will probably introduce a bill for that purpose at the end of this month.

LONDON, June 3.—A special train with troops from Cork arrived at Skibbereen, County Cork, this morning. An obstruction had been placed on the track to wreck the train, but it was discovered in time to prevent disaster.

LONDON, June 3.—Lord Carnarvon, Conservative, formerly the Colonial Secretary, in speaking at Burton yesterday, strongly condemned the policy of the Government, which he said, was responsible for civil war if it occurred in Ireland. They should then find the question to be not land merely, but a certain amount of property should be manured. He could not think that Englishmen would long be hoodwinked by the reckless rhetoric of the demagogues.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves. Force, he said, was no remedy, but a certain amount of force was necessary to uphold the law.

LONDON, June 4.—The *Times*, editorially arraigns the leaders of the Land League and their abettors, including Archbishop Crooke and Parnell, as having conspired to defy the authority of the law.

The article severely censures the Archbishop for his incitement to the peasantry to insubordination, and points out that it is not alone the landlords who suffer from terrorism, but hundred and thousands of dependents upon them.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

JOSEPH HAMBURGER, President of the Board of Trade, speaking at Birmingham, said it was perfectly evident that the cause of disaster in Ireland are more deep-seated than were supposed, and are not to be found in the action of this or any previous Government, but in the condition of the people themselves.

Second Battalion of the Twenty-third Foot at Fenagh, and sent thirty men to Skibbereen and Ballydooleh. The usual rumors are flying about that the Fenians intend to blow up the Government Powder Works.

CORK, June 9.—A furious riot is now in progress. Magistrate Stokes has been severely injured, and three policemen badly wounded. The mounted police charged the mob, and several persons were injured.

LONDON, June 9.—The Home Secretary stated in the House of Commons today that the reports of the occurrences at Skibbereen and Skibbereen are much exaggerated.

The Chief Secretary for Ireland telegraphs from Dublin that the rumor that the Government intended to arrest Father Murphy is unfounded. Such reports he pronounced as tricks to excite the people.

DUBLIN, June 9.—It was reported last night that both the railways running west from Cork, the Cork and Bandon and the Macroom lines, had been tampered with, and a pilot engine was sent on in advance of the special train. Four miles from Skibbereen was found that a number of rails had been placed across the road-bed, and that the culverts had been torn up.

The train was stopped in time to avoid a run off. Mr. Warburton, the Resident Magistrate at Skibbereen, accompanied by the Messrs Swainston, one of whom it will be remembered, was fired at on the Ballydooleh Road, three weeks ago, and by other magistrates, met the troops, who were reinforced by the arrival of a body of constabulary, under Inspector Fraser. The streets of the town were filled with peasants, and the soldiers and police were hoisted and stoned as they marched to the market square.

In the meantime the news arrived of a riot at Ballydooleh last night, in which a body of marines was compelled to retreat, under the protection of priests, and soon the Ballydooleh rioters, with an enormous mob from Skibbereen, Ballyvaughan, Ballyvaughan, and the districts round about, marched into Skibbereen. The priests, however, addressed the people, urging them to disperse. During the forenoon peasants flocked into town from every side, and at 11 a.m. there were four or five thousand present.

Special troops were sent from the barracks at Skibbereen, and the troops from Fenagh and Cork, and large drafts on the constabulary from the outlying barracks. The priests, numbering nearly 50, stood between the military and the mob. At 2 p.m. an attack was made on the barracks, and the troops were driven back through the wind. The mob, being thus driven back, was not at all deterred, and made a second attempt to enter the barracks. The branches of the Provincial Bank and the Bank of Ireland were not attacked.

Troops were ordered to disperse the mob, and they charged clean through them, not, however, using their bayonets. A few soldiers were injured by stones and some of the rioters were clubbed with the butts of the rifles, but no lives were lost.

The Munster Bank was probably attacked because the bank was the property of the country dealt largely with. The bank opens temporary branches on Fair and market days at the villages in the western district, and its local managers, who, like the managers of other banks in Ireland, are mostly Scotchmen, have the reputation of being "Gambetta men," or "Gambetta men."

Late in the afternoon desultory skirmishing between the military and the mob began.

The main body of the soldiers and police are quartered for the night in Tall Hall, a strong patrol is in the streets, and the violent opposition of the law. Influential pressure from the outside is also being brought on the Executive in this direction, but the Irish Attorney-General holds out against any such action.

ANGLO-FRENCH COMMERCE. LONDON, June 10.—The *Telegraph* says that no commercial treaty with France be satisfactory which does not reduce the duties as carried by a vote of 77 to 44. The Under Secretary, in the debate, agreed almost entirely with the terms of the motion but deprecated its being passed at present.

LONDON, June 10.—In the House of Commons last night, Dilke said that the Anglo-French Commissioners were now engaged on the draft for a Convention and tariff, which have been confidentially communicated to France, some of the items of which are more than 100, and some are better. The Government are thoroughly alive to the injuries which might be indicated on British trade, by the exclusion, through the operation of specific duties, of the cheaper kind of articles and would not consent to any sale causing such exclusion.

Some of the points were already provisionally settled in regard to iron, steel, chemicals and pottery, but the intentions of France in regard to the most important question, namely, that of textile fabrics, had not yet been announced.

FRENCH AFFAIRS. Tunis, June 10th.—The French Tunisian Treaty has been ratified. Rostan, the French Minister, has informed the foreign representatives here that the Boy, by a special decree, has appointed him as the intermediary for the transaction of business with the Bey.

PARIS, June 10th.—The Senate's rejection of the *Scrutin de Liste* bill marks the beginning of another revolutionary era between Gambetta and Grevy.

PARIS, June 10th.—The *Republique Francaise*, Gambetta's organ, admits the defeat of its party, and commends the *Scrutin de Liste* in the Senate yesterday to the reactionary proceedings of the 10th May, 1877. The relations between the Senate and the Chamber of Deputies, it says, will now become greatly strained.

The general election, preceded as it will be by a strong agitation, will be adverse to the Senate, if the people pronounce in favour of the *Scrutin de Liste*. The article concludes:—"We are not discouraged. We shall regain our liberty of action and shall use it."

The more moderate journals declare that the question of the *Scrutin de Liste* bill now referred to the electoral body, which is its natural judge.

The irreconcilable and Monarchist papers profess to regard the vote as putting an end to Gambetta's dictatorship.

There are rumors current that Constant, the Minister of the Interior; Cazot, the Minister of Justice; and General Fauré, the Minister of War, will tender their resignations, and that Gambetta will resign the Presidency of the Chamber of Deputies.

THE STATE OF RUSSIA. Berlin, June 9.—A London special says a Russian friend sends us this sketch of the state of the Empire, which has thrown the Czar. The palace at Gatchina is filled with soldiers and police. Every one having business at the palace is subjected to a rigorous search—every one having occasion to go there. The court will soon remove to Peterhof, which is a small port at the mouth of the Neva. Four ships will be anchored there, and no other vessels allowed to approach. Two yachts will always be ready to convey the Czar to and from St. Petersburg, accompanied on either side by gunboats.

Kief, June 7.—The Court-martial has sentenced three officers of the 1st Cavalry to death for the murder of a Russian officer.

THE STATE OF RUSS

